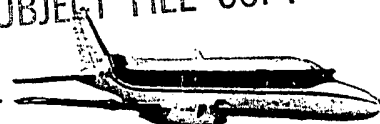


ARCTIC CIRCLE AIR

A Subsidiary of the Gwitchyaa Zhee Corporation

DDA SUBJECT FILE COPY



P.O. Box 60049
Fairbanks, Alaska 99706
Phone (907) 456-1112

Executive Registry
86- 4046X

September 4, 1986

Mr. William Casey
National Security Council
Old Executive Office Bldg.
Washington, DC 20506

Dear Mr. Casey,

Please excuse my forwardness in writing to you directly but my company is grasping at straws at this time and so I am trying to follow-up on all leads no matter what they are.

I have enclosed some information about an aircraft which Arctic Circle Air owns but still owes a great deal of money on and the probability of finding a good solid contract or steady work for it here in Alaska is about nil and therefore payments will most likely be defaulted on and the aircraft will be repossessed. Well this is just a fact of life and a risk which we took when we purchased this particular aircraft and we are willing to accept it as such; however this particular aircraft is somewhat special and it would be a shame to have it be returned to a "normal" life as a Commuter Aircraft where its potential will not be fully utilized.

Perhaps the NSC or the CIA or affiliates would have use for an aircraft of this type and capabilities either as an outright sale or on a lease basis.

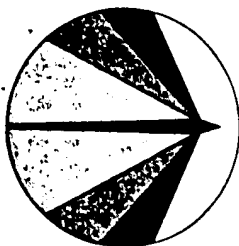
Again, Sir, please pardon my directing this matter to you and not going through channels but I do not know where the channels start.

Sincerely,

Joseph C. Cochran
Director of Operations
Arctic Circle Air

DD/A REGISTRY
FILE: 45-1





ARCTIC CIRCLE AIR

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P.O. Box 60049
Fairbanks, Alaska 99706
Phone (907) 456-1112

August 8, 1986

Gentlemen:

Arctic Circle Air is now offering its 1983 Embraer Bandeirante for lease (short or long term).

This particular aircraft, Serial No. 110-415, is an exclusive version of the EMB 110 P-1 SFAR41 as it is the only aircraft of its type in North America and Certified in the U.S. with its paratroop and paracargo delivery system in place.

This aircraft was purchased as new from the factory with this equipment installed for the specific purpose as a fire fighting/smokejumper aircraft for use on contract with the U.S. Bureau of Land Management in Alaska or the U.S. Forest Service in the other 49 States.

The aircraft has been on contract with the Bureau of Land Management in Alaska for the Fire Seasons of 1983 and 1984 and on an "on call" basis in 1985 and 1986 and is a well proven and much liked vet of smokejumper, paracargo, and logistics operations in Alaska for BLM.

As a smokejumper aircraft the aircraft is set up ideally for single-pilot operations and can be operated that way at any time with 9 or less passengers or all cargo configuration.

Another bonus to this particular aircraft is that it also comes with another separate interior and fittings and that is the standard Bandeirante 18 passenger Commuter interior with all bulkheads, leather seats, curtains, and flush toilet. This makes this aircraft a real dual purpose aircraft.

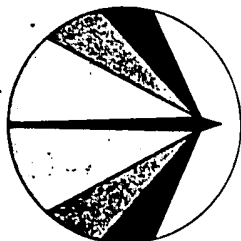
This aircraft is available for lease immediately and is located at the Arctic Circle Air facilities in Fairbanks, Alaska. Arctic Circle Air can also provide flight and maintenance crew for short or long periods of time at extra cost if needed for training and transition if required by the lessor.

This aircraft has always been operated by Arctic Circle Air in Alaska and has been maintained under FAR Part 135 and as has been previously mentioned operated under contract to the Bureau of Land Management and has operated also under Arctic Circle Air's FAR Part 135 Certificate as a Commuter Air Carrier in scheduled service between Fairbanks and the Interior of Alaska.

For more information contact:

David Hoffman General Manager, Joe Cochran Director of Operations, or Don Singaas Chief Pilot at the above address.

Sincerely,



ARCTIC CIRCLE AIR

A Subsidiary of the Gwitchyaa Zhee Corporation



P.O. Box 60049
Fairbanks, Alaska 99706
Phone (907) 456-1112

SPECIFICATIONS

AIRCRAFT: Embraer Bandeirante EMB-110P-1 SFAR 41
Built 1983
Serial No. 110 415
Registration N39174

AIRFRAME: 3657.3 Hours Total Time

ENGINES: Pratt & Whitney PT6-34A
750 SHP each
Left: 3657.3 Hours Total Time/4614 Cycles*
Right: 3657.3 Hours Total Time/ 4134 Cycles*
*(have two engines that can be hung...one has 0 Time since complete Pacific Airmotive Overhaul and the other engine has 165 Hours since Avial complete Overhaul)

AVIONICS: Collins Microline
COMM: Dual VHF-251
NAV: Dual VIR-351
GLIDESLOPE: Dual GLS-350
MARKER BEACON: MKR-350
ADF# 1: ADF-650A
ADF# 2: King KR-87
DME: IND-451
RADAR: Bendix RDR-1200
TRANS: Dual TRD-950
AUTOPILOT: Collins AP LOG
FLIGHTDIRECTOR: V-112
OTHER: Texas Instruments LORAN 9100
Wulfsburg FM Comm. Transceiver
Separate Paratroop PA System
Amplifier: C-356-3
Speaker: Furjay Industry 216-8D

LANDING GEAR: 9999 Total Cycles

INTERIOR: Paratroop/Smokejumper interior and 18 passenger Commuter interior with new carpet.

EXTERIOR: Overall White with Blue Trim. Paint is original.

SEE ENCLOSED SUPPLIMENT FOR PARATROOP CONFIGURATION ALSO PLEASE NOTE THAT THIS AIRCRAFT HAS TWO SEPARATE INTERCHANGABLE REAR CARGO DOORS: ONE IS THE NORMAL EMB-110P-1 DOOR AND THE OTHER IS INTERCHANGABLE AND HAS THE PARATROOP DOOR INSTALLED WITHIN IT, WHICH MAY BE OPENED AND CLOSED DURING FLIGHT.

EMBRAER

SUPPLEMENT

BRANDENRTE

SUPPLEMENT

AIRDROP SYSTEM

SECTION 1 – GENERAL

The aircraft is provided with an airdrop system comprising:

- a. A removable paratroop door.
- b. A jump platform, which should be installed in the paratroop door lower frame (see figure 1).
- c. Handrails (one on each side of the door) (see figure 1).
- d. Anchor lines, installed one along the cabin and another hanging vertically from the ceiling to the floor in front of paratroop door.
- e. Warning system for the jumpmaster.

The warning system for the jumpmaster comprises indicating lights, warning horn, interphone stations and an audio control panel located on the cabin RH wall, aft of the paratroop door, adjacent and on the right side of the aft smoke detector fixture.

The jumpmaster's interphone station is located on the right side of the fuselage, opposite to the paratroop door. (see figure 2).

This station is provided with jacks for phones, microphones and PTT buttons.

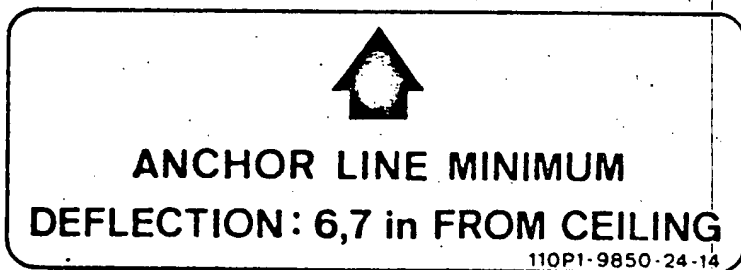
The pilot's and copilot's stations are installed on the relevant lateral consoles (see figure 2).

The warning horn and the indicating lights are installed next to the paratroop door, being controlled from the paratroop panel, located on the copilot's RH console (see figure 3). This panel comprises:

- JUMP SIGNALS switch – with 3 positions: GREEN, OFF and RED, controls the indicating lights located next to the paratroop door.
- WARNING lights – one red and one green light connected in parallel with the paratroop door indicating lights.
- HORN switch – with two positions: ON and OFF, activates the paratroop door warning horn.

SECTION 2 – LIMITATIONS

- a. PLACARD: On the left lighting channel, above the emergency exit.



18 APRIL 1983

EMBRAER
ETIOPIA ETIOPIA ETIOPIA
BANDEIRANTE

Not applicable.

SECTION 4 – NORMAL PROCEDURES

– at operator's discretion.

— Landing gear retracted, flaps at 100%, 100 KIAS.

NOTE

It is recommended to open the paratroop door prior to extending flaps. Otherwise, the suction caused by the flap extension will render the door opening difficult.

SECTION 5 – PERFORMANCE

Not applicable.

18 APRIL 1983

EMBRAER

SUPPLEMENT

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AIRDROP SYSTEM

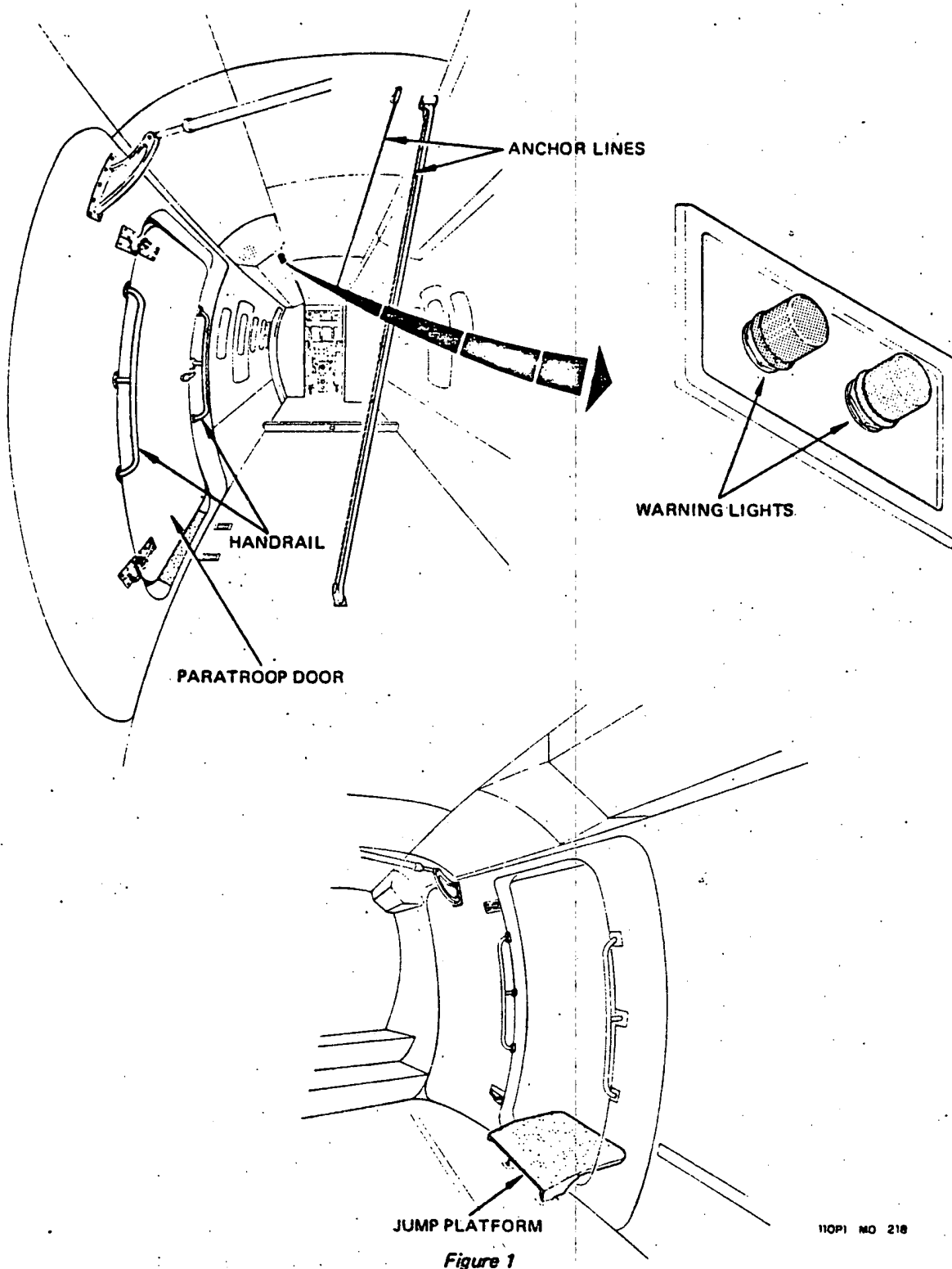


Figure 1

110P1 NO 218

18 APRIL 1983

SUPPLEMENT

EMBRAER
ET-12500 H-1000 ET-12500P
BRANDEIRANTE

INTERPHONE STATIONS

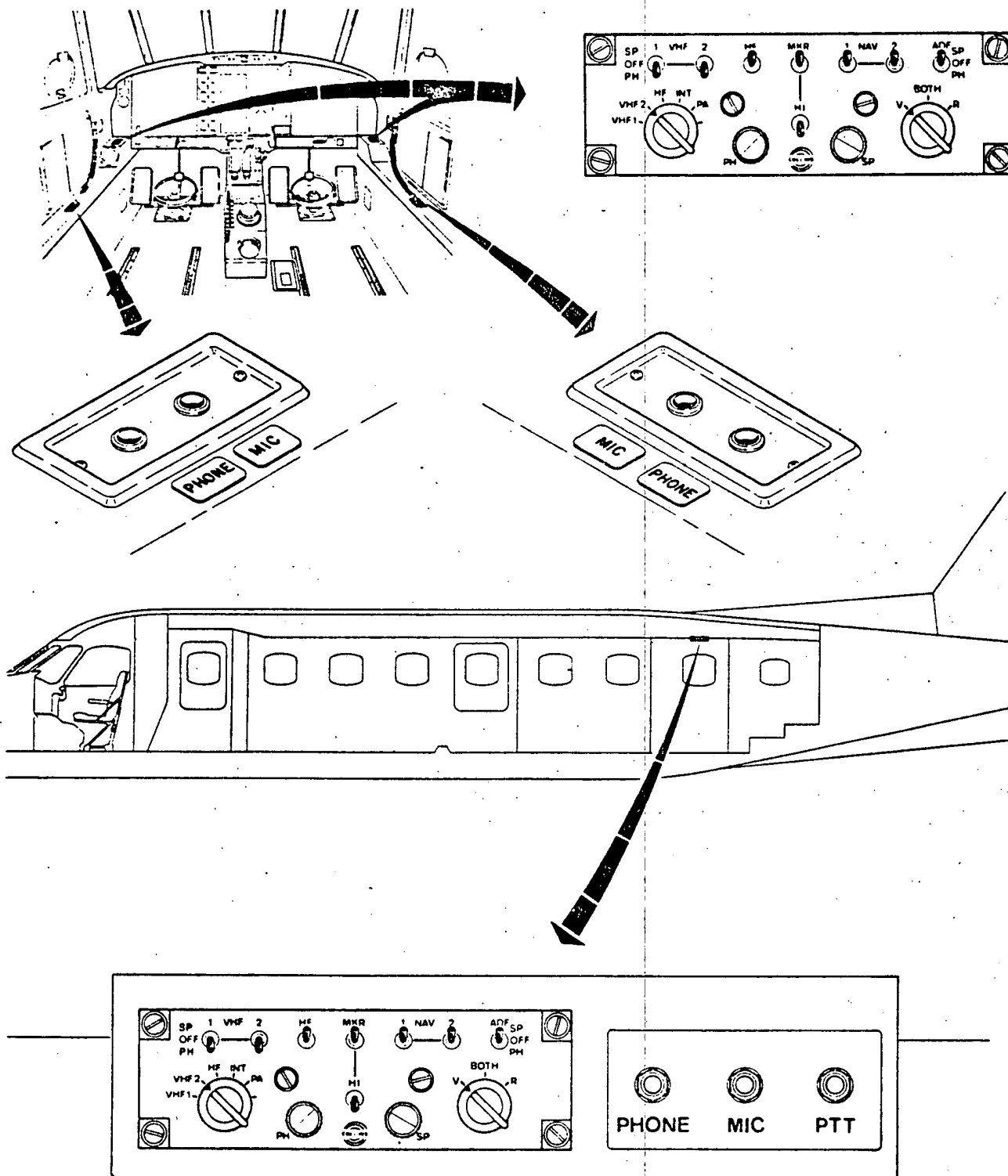


Figure 2

110PI MO 217

18 APRIL 1983

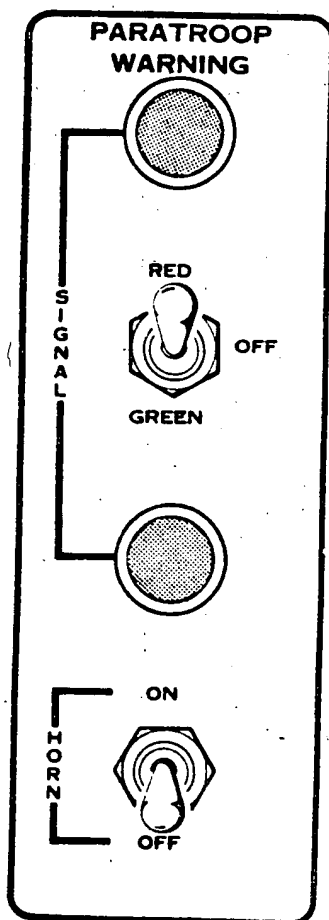
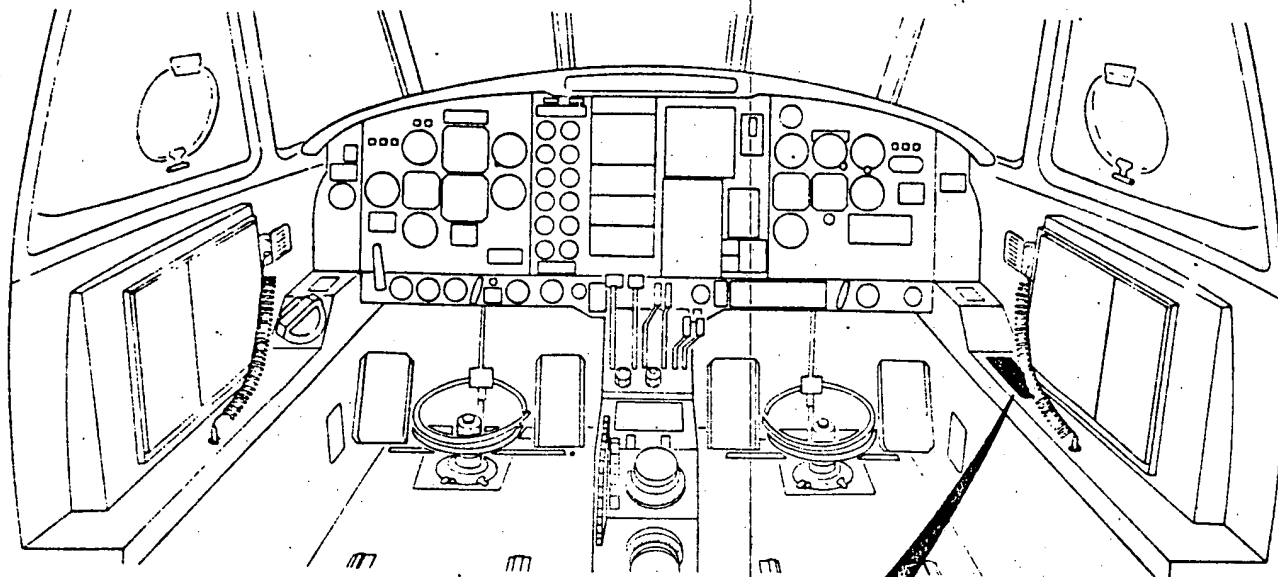
EMBRAER

ET-107

BRANDENBURG

SUPPLEMENT

PARATROOP PANEL



110P1(K) MO 189

Figure 3

18 APRIL 1983

SUPPLEMENT

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BRANDEIRANTE

SECTION 6 – WEIGHT AND BALANCE**LOADING ARMS****REFERENCE DATUM – STATION "0"**

ITEM	ARM (m)
CREW	2.77
3RD CREWMAN	3.47
CREW BAGGAGE	3.30
GALLEY	4.08
PASSENGERS 1 AND 2	4.78
PASSENGERS 3 AND 4	5.24
PASSENGERS 5 AND 6	5.70
PASSENGERS 7 AND 8	6.15
PASSENGERS 9 AND 10	6.70
PASSENGERS 11 AND 12	7.16
PASSENGERS 13 AND 14	7.62
PASSENGERS 15 AND 16	8.08
PASSENGER 17	8.64
PASSENGER 18	9.10
PASSENGER 19	9.65
TOILET WATER	11.04
FUEL	7.20
PASSENGER BAGGAGE	10.50

NOTE

- Usable fuel weight: 1308 kgf (1666 liters)
- Total fuel weight: 1350 kgf (1350 liters)
- Fuel average density: 0.785 kgf/liter
- Maximum weight allowed in the baggage compartment: 100 kgf

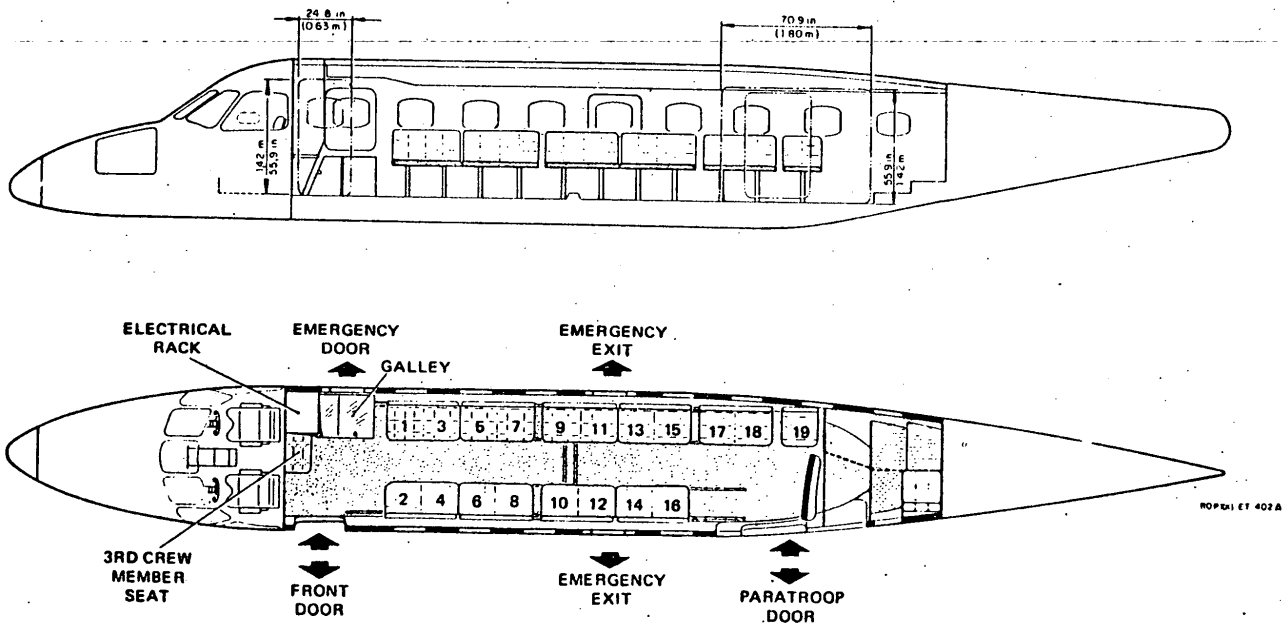
*Figure 4 (Sheet 1 of 2)***18 APRIL 1983**

18 APRIL 1983

INTERIOR ARRANGEMENT-PARATROOP TRANSPORT

EMBRAER
BRIDGERITE

Figure 4 (Sheet 2 of 2)



SUPPLEMENT

ROUTING AND TRANSMITTAL SLIP

Date
11 SEPT 1986TO: (Name, office symbol, room number,
building, Agency/Post)

Initials Date

1. DIRECTOR OF LOGISTICS

2.

3. CHIEF, PROCUREMENT MANAGEMENT STAFF/OI

4.

5.

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS

#3 - FOR APPROPRIATE HANDLING.

DO NOT use this form as a RECORD of approvals, concurrences, disposals,
clearances, and similar actionsEXECUTIVE SECRETARIAT
ROUTING SLIP

TO:		ACTION	INFO	DATE	INITIAL
1	DCI				
2	DDCI				
3	EXDIR				
4	D/ICS				
5	DDI				
6	DDA	X			
7	DDO				
8	DDS&T				
9	Chm/NIC				
10	GC				
11	IG				
12	Compt.				
13	D/OLL				
14	D/PAO				
15	D/PERS				
16	VC/NIC				
17	D/Logistics		X		
18					
19					
20					
21					
22					

SUSPENSE

Date

Remarks

Executive Secretary
9 Sep 86

Date